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Hongkong Daily Press.

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NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
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JOHN HUMPHRIES & SON,
General Managers.
Hongkong, 1st October, 1902.

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AERATED WATER

MANUFACTURERS.

ESTABLISHED A.D. 1841.

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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
Anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.1.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 30th March, 1903.

One of the most pressing questions of the day, not only at home, but in most of the British colonies, is that of the supply of labour; and this, touching as it does important considerations of finance as well as the higher instincts of race, may be said to divide the Empire into two hostile camps. The financier, anxious only for a safe investment for his capital, would fill the colonies with aliens of every description, the working man, careful only to maintain the standard of his daily wages, would exclude anyone likely to induce competition; and would even go the length of shutting out his brother—not from questions of inferiority of blood, but simply that he himself may be able to enjoy a life of inglorious leisure, doing for himself the least amount of labour; and for his country rearing up a new generation bound to prove burdened to themselves, and a proletariat of drones to his adopted land. It is superfluous to say, neither of these two classes has in the slightest degree our sympathies; and we are not going to argue in favour of either. Still, notwithstanding that both classes have by their extreme pretensions succeeded in putting themselves out of court, the topic at issue is an important one in the interests of the Empire; so important, in fact, that its solution must be decided once for all. History is here repeating itself; and the teaching of all history, and of all ages, is that the nation which from motives of sloth or gain hands over to aliens the conduct of its industrial affairs is entering on a most dangerous course, and one which, if not checked, must eventually result in national disaster, if not extinction. One of the main causes, if not the principal one, of the fall of the Roman Empire was the neglect of home labour and the introduction of aliens to till the soil; the natural result being that

vast areas of the richest land in Italy fell out of cultivation, and became wildernesses wherein no man could dwell. Once upon a time the fertile Campagna of Rome supported a numerous and sturdy population, whose prowess led Rome to the conquest of the world. To-day the Campagna is a fever-stricken waste, inhabited by a few listless shepherds worn out by misery and disease. The degenerate sons of the Empire, emasculated by foreign conquest and holding themselves aloof from the aristocracy of labour, sought to make such terms with their employers that tillage became an impossible industry. Looking only at the immediate present, and holding his private gain of more concern than the future of the State, the land-owner peopled his estates with slave labour introduced from abroad. The result was seen in the decay of Roman virility; and the Roman citizen of Rome's later days had no higher ambition than was centred in his semi-pitiful cry of *panem et circenses*. We need scarcely speak of the Persian Empire founded by Cyrus and administered by Darius I, and how under his degenerate successors, when the manly vigour of the native Persians had yielded to the temptations of luxury and the introduction of foreign labour, it fell almost without a struggle before the arms of the Macedonians; for modern history and our own past experience in the story of the West Indies have a similar lesson to tell us. An identical cry to that we now hear proceeding from the mines of Johannesburg pressed on the Government of the day the necessity of labour to develop the resources of the islands: the native Carib, the planter of those days said, was lazy and "would not work." The fact was that the Carib was a free man; he had probably peculiar ideas on the subject of altering his former mode of life, but in this he was by no means solitary. The real trouble was, of course, that he had to be paid, and it would be vastly cheaper to import slave labour from Africa, when it would be only necessary to provide his food, and his labour could be compelled. How dearly we have paid for cheap labour, the subsequent history of the islands is a living proof. In like manner have the United States had to pay for the legacy we left them of cheap labour in the Southern States. It is true that in the end, and from what seemed merely sentimental ideas, we emancipated the slaves in the West Indies, and it seemed to many that we had committed a grave error; but the fact was that if we had not emancipated the slaves of our own free will, we should eventually have had to do it from mere financial motives, but unfortunately the evils of slavery did not end with the emancipation of the negro. The worst of slave labour is not that it degrades the slave, but that it destroys the moral sense of the master. And the curse of the slave still hangs about the West Indies, not only in the debasement of the negro, but in a more marked degree in the deterioration of the white man. This detrimental effect clings unfortunately to every system of contract labour; and it is an instinctive dread of this that has led the legislature of the United States to run into the opposite extreme in forbidding the introduction of workmen engaged under the most ordinary agreements, perfectly understood by parties and entered into for the mutual benefit of both and to fill a special and merely temporary want.

But there is another and more statesman-like objection to the system of imported labour. All States that have risen to greatness have done so by some special aptitude of the people at large, an aptitude that it should be the aim of every statesman to preserve with the most jealous care. The English race has more especially won its way in the world by the vigour of its mental qualities; it has refused to amalgamate with other races on a lower scale of civilisation, and on the whole has succeeded in preserving its blood free from the taint of intermarriage with lower and worn-out nations. The effect of the deterioration sure to be brought about by promiscuous alliances is well exhibited in the Spanish and Portuguese colonies. Three centuries ago both Spaniards and Portuguese occupied a higher station as colonising nations than England; but their statesmen committed the fatal mistake of encouraging alliances with the natives amongst whom they were living. The natural effect was not long in making itself felt, and we have only to look at the present position of what remains of the two colonising powers of the sixteenth century to form a judgment of the necessary result of fostering alliances with natives of a lower station in the ladder of civilisation. This is the real objection to the encouragement of so-called cheap labour; and looking at the matter in this light we can see the instinctive objection felt by our real colonies to any general introduction of native labour. Looking at the matter superficially, and merely with regard to the momentary and monetary aspect of the matter, these prejudices may seem frivolous, and even harmful. When however, we look at the affair from a wider national standpoint we see that the instinct of the people, performing his former duties and drawing his usual pay. It is a foreign conclusion that not one of those who unwillingly took part in the famous gambling scandal will be allowed to remain in the service of the government.

H.M.S. *Perse* left for home on Saturday, having finished her term of this station.

The name of Mr. Duncan Clark has been added to the list of non-official Justices of the Peace.

Two cases of plague were returned during the twenty-four hours ended noon on Saturday, bringing the total for the year to 124.

To-day the annual Town-Tennis Tournament of the H.K.C.C. will begin and will continue until the ground is closed for the summer, about the middle of May.

A revised Customs Tariff comes into force on Wednesday in Japan in respect of these articles of import the rates on which are not fixed by the commercial treaties concluded by Japan with the Powers.

Mr. Harold Clarke has been authorised by His Excellency the Governor to be a surveyor of boilers of unlicensed steam ships under 60 tons burden during the absence from the Colony of Mr. H. F. Carmichael.

The s.s. *Glenogle* (Captain Warraer) has been chartered by Messrs. Seang Takk & Co., 49, China Street, Rangoon, during the busy season, for the run from Rangoon, via Penang, Singapore and Hongkong, to Amoy and Swatow, and back again.

The annual report of the China Association says with reference to the new Treaty that Germany and the United States are understood to consider 10 per cent. duty and surtax (instead of 12½ per cent.) as sufficient, and agree on other points.

Mr. J. Lancock, the head watchman at the Quarry Bay shipbuilding yard, has been busy for the past few days bringing thieving Chinese workmen to book. On Saturday he secured a conviction in another case where a native carpenter was sentenced to one month's hard labour for stealing a sledge hammer.

The following programme of music will be played by the band of the 10th Bombay Light Infantry on the New Parade Ground to-day from 4.30 to 6 p.m.—

March..... "Stand to Arms"..... J. A. Hamilton
Lancers..... "Arry and 'Ariell"..... John Crook
Selection..... "A Runaway Girl"..... Ivan Carly
..... "Dolores"..... Waldegrave
Selection "Dances of Northern Europe"..... Kubner
Divertissement "Doux Yeur"..... Honey Never
..... "God Save the King."

Lord Roberts, says a New York telegram, has announced his intention of visiting America in the near future and has already applied for the necessary leave. This is the result of the visit of Generals Young and Corbin to Europe, and it seemed to many that we had committed a grave error; but the fact was that if we had not emancipated the slaves of our own free will, we should eventually have had to do it from mere financial motives, but unfortunately the evils of slavery did not end with the emancipation of the negro. The worst of slave labour is not that it degrades the slave, but that it destroys the moral sense of the master. And the curse of the slave still hangs about the West Indies, not only in the debasement of the negro, but in a more marked degree in the deterioration of the white man. This detrimental effect clings unfortunately to every system of contract labour; and it is an instinctive dread of this that has led the legislature of the United States to run into the opposite extreme in forbidding the introduction of workmen engaged under the most ordinary agreements, perfectly understood by parties and entered into for the mutual benefit of both and to fill a special and merely temporary want.

In an obituary notice of the late Lieutenant Hugh Keith Arbutnott, R.N., of the *Temer*, the *Times* says:—Lieutenant Arbutnott was the youngest son of the late Rev. Robert Keith Arbutnott, vicar of S. James's, Batcliff, London, by his marriage with Mary Agnes, eldest daughter of Canon E. T. Vaughan, of St. Albans, late rector of Harpenden, and was born in July, 1874. He joined the Navy as a cadet in 1888, became midshipman in 1890, sub-lieutenant in 1894, and lieutenant (qualifying for torpedo duties) in 1896.

The annual report of the China Association states:—Much good work has been accomplished by the Hongkong Branch of the Association, which has rendered valuable support to the able endeavours of Consul-General Scott, of Canton, to enforce regard for treaty stipulations on the part of the Chinese officials. The Canton Viceroy now acknowledges that foreign goods are exempt from *taikin* within the Port areas, and the extra tax which the Kwangtung officials attempted to levy on foreign opium is abolished. Permission for foreign steamers to embark or land passengers at certain points on the West River has been obtained.

A despatch has been received at the Foreign Office from H.M. Consul at Trieste, reporting that, according to a notification by the Austrian-Lloyd's directorate, the steamer *Maria Valeria*, which was to sail for Shanghai at the end of last month, is the first steamer to undertake direct transport of goods for Shanghai without transhipment. Hitherto goods were only carried direct to Bombay, from whence they were transhipped and sent on the branch line between Bombay and Shanghai. According to the new itinerary of the Austrian-Lloyd's to the Far East, which came into force on 1st January, the subsidiary line has been suppressed, and a new direct connection between Trieste and Shanghai has been introduced. — *Liverpool Journal of Commerce*.

When the Country Club gambling scandal was brought to the notice of the Governor, says a Manila contemporary, he at once issued an order to the heads of the various departments to dismiss from the government service all employees connected with the affair. The order of the Governor was executed in all, but one of the departments where no action was taken and the order was pigeon-holed for the time being. The fact that this certain departmental chief failed to comply with instructions finally came to the official notice of Governor Taft. Another order was at once sent to the said chief, citing him to show cause why he has yet in his department one of the celebrated Doe family, performing his former duties and drawing his usual pay. It is a foreign conclusion that not one of those who unwillingly took part in the famous gambling scandal will be allowed to remain in the service of the government.

It is stated that the *Wisconsin* will come out to the U.S. Asiatic station shortly.

Miss Alice Roosevelt, a New York despatch says, will leave in a few days on a visit to Porte-Blanc, where great preparations are being made to receive her.

A cable to a Manila contemporary reports that the wheat crop in Victoria (Australia) is a complete failure. High figures are now ruling on the American market.

The United States War Department has prepared an extensive plan for general manoeuvres of the Army in the Philippines, to take place probably before the wet weather sets in.

Hawaii, says a Manila contemporary, has outclassed Manila in the abounding business. Three cases have been reported from those happy Islands in almost as many months.

Mexico, says a cable dated the 20th inst., is thoroughly infected with the plague and the condition grows worse rather than better. A rigid quarantine is still maintained along the United States border. As yet there have been no cases in the border states, but precautions are not relaxed.

Commenting on the China debate in Parliament, the *L. & C. Express* says:—It will be gathered that little information is to be gained from either the interrogatories addressed or the reply of the Government. It will have served as a marking-time performance and an indication to the Government that it has by no means concluded with the China question, but on the contrary that it demands constant study and constant watchfulness if British interests are to be adequately maintained. It would seem that the state of affairs in China cannot be, even when quiescent, more than provisional and temporary. But most people will agree that it is necessary to be ready with more than "strong observations" which break no bones, and as the result of which in the past we have had to deplore a loss of position.

THE MERCANTILE BANK OF INDIA, LIMITED.

Mr. E. Ormiston, acting manager of the local branch of the above bank, informs us that he has received a telegram from the London office stating that the directors will recommend at the forthcoming yearly meeting of shareholders, a dividend of 5 per cent. on "A" shares, 4 per cent. on "B" shares, that £10,000 be placed to reserve—which will then stand at £60,000—and that £16,000 be carried forward to next account.

QUEEN'S COLLEGE "MACHELL" MEMORIAL FUND.

At a meeting of subscribers to the above fund held on Friday, Mr. Ralph presiding, the following were elected trustees:—Dr. G. H. Bateson Wright, D.D., the Rev. Dr. Ho, Kai, C.M.G., and Mr. O. E. Arculli; representing the Old Boys. The object of the Fund is to provide an annual prize, open to the First Class, for the highest marks in history and geography combined. Mr. Machell, it will be remembered, was for some years a Master at Queen's College, and took a great interest, not only in his pupils, but in the V.R.C. of which he was Hon. Sec. and in the Hongkong Volunteer Corps, in which he held a commission. He was also for many years an enthusiastic footballer. Any "Old Boys," or friends of the late Mr. Machell who wish to subscribe are invited to send their contributions to Mr. O. E. Arculli (Hon. Treasurer) or to Mr. Ralph, at Queen's College.

HONGKONG VOLUNTEER CORPS.

ANNUAL INSPECTION.

The annual inspection of the Volunteer Corps by H.E. Major-General Sir J. W. Gascoigne, K.C.M.G. (Commanding the Troops), took place on Saturday afternoon on the new Parade Ground opposite Murray Barracks. There was a good turn-out of the Volunteers, and when they had been inspected in the ranks and had twice marched past the saluting point, to a quickstep by one of the native regiments, Major-General Gascoigne, who was accompanied by Major Hamilton and Major Trefusis, A.D.C., made a few remarks complimenting the Corps on its appearance. That would be his last inspection, he said, and in view of the fact he had made a special point of being present. One thing that had been brought to his notice was the reduced strength of the Corps. That, he supposed, was due to its having been changed from a regiment of various units into a regiment of Garrison Artillery. The change, perhaps, was unsatisfactory to those who had been drilling as infantrymen, but he trusted they would recognise that the reorganisation of the Corps had been for the best, and that in the course of time he would hear that it had regained its former strength. The parade afterwards marched back to the Volunteer Headquarters, where it was dismissed.

LATEST STEAMER MOVEMENTS.

The T.R.K. steamer *America Maru*, with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 27th inst.

The P.M. steamer *Korea*, with mails, &c., which left hence on the 27th February, for San Francisco, via Shanghai, &c., arrived at her destination on the 26th inst.

The T.K.K. steamer *Boatia Maru* left Manila on the afternoon of the 23rd inst. and is expected to-day, at 5 p.m.

The N.P. steamer *Victoria* left Yokohama for Victoria and Tasmania on the 27th inst.

The British Tug Boat Co.'s steamer *Plunder* left Victoria for Yokohama and the usual ports on the 28th inst.

TELEGRAMS.

REUTER'S SERVICE.

THE SUICIDE OF GENERAL SIR HECTOR MACDONALD.

LONDON, 28th March.

General Sir Hector Macdonald had been alone in Paris since the 20th inst. He was noticed on the morning of his suicide sitting on a lounge intently studying the Paris edition of *The New York Herald* which contained the announcement of the forthcoming court-martial in Ceylon; he remained on the lounge in deep thought until between twelve and one o'clock when he went straight to his room and must have shot himself immediately. One shot from a Colt revolver was fired in the right temple causing immediate death. The body was discovered by the chambermaid at one o'clock.

LATER.

The late General Sir Hector Macdonald will be buried in Paris. The funeral will be of the most simple description. The late General's relatives were at first desirous that the burial should take place in Aberdeenshire but the War Office wished it to be in Paris and offered to pay all expenses. The War Office however, was willing to defer in any case to the wishes of the relatives and instructed Mr. Stuart Worthy, the attaché in Paris, to make arrangements with the relatives. It was finally decided that the burial should take place in Paris. Many members of the British Colony left wreaths.

LONDON, 27th March.

The funeral of the late General Sir Hector Macdonald will take place in Paris to-morrow. It will be of a private character with no military honours.

LATER.

After everything had been settled that the funeral of the late General Sir Hector Macdonald should take place in Paris, the widow and son of the deceased arrived at the War Office to-day and insisted on an interment in Scotland. The authorities having no power to oppose this, it is probable that the funeral will now be in Scotland, and in view of the strong national sympathy with the late General and the ignorance of the nature of the charges against him, it is very likely that the ceremony will assume the character of a public demonstration.

THE UNIVERSITY BOAT RACE.

LONDON, 29th March.

Betting 3 to 1 on Cambridge.

PRESS COMMENTS ON THE IRISH LAND BILL.

LONDON, 27th March.

The Press accords the Irish Land Bill a sympathetic and encouraging reception, but generally reserves judgment in view of the complicated details.

NEW RIFLE FOR THE BRITISH ARMY.

LONDON, 27th March.

In the debate on the Army estimates Lord Stanley said that the new rifle has been tested in every way; a thousand had been placed in the hands of the troops, the reports were uniformly favourable and the rifle was a great improvement on the old one.

MOROCCO.

LONDON, 27th March.

Morocco continues seriously disturbed and the Sultan is making no headway.

BY-ELECTION.

LONDON, 27th March.

At the By-election at Chertsey, Mr. Tyler, the

WATKINS, LIMITED.

ANNUAL MEETING.

The fourth ordinary general meeting of shareholders in the above Company was held, at the offices, Queen's Road Central, on Saturday at noon. Mr. G. A. Watkins presided, and the others present were Messrs. Chan A Fook, T. H. Reid, J. W. Osborne, and A. E. Michael. The notice calling the meeting having been read.

The CHAIRMAN said—Gentlemen, the report and statement of accounts having been in your hands for some days, I assume you do not wish me to detain you with the formal reading of same. We will therefore take them as read. There has been no special feature in connection with the year's working, but I think you will bear with me if I detain you with a few general remarks on our affairs, before moving the adoption of the report and accounts now before the meeting. This Company, in common with others, has had to face increased expenditure, caused by the instability of the vanishing dollar. The net result of the year's working has been satisfactory, and your general managers have the pleasure to present you with a favourable report for the period under review, showing, as it does, our ability to incur a dividend of 10 per cent. while carrying forward a balance to the new account which, I am glad to say, already gives promise of satisfactory results. Your general managers have taken the usual precaution in respect of our property by writing off a substantial sum (as you will have noticed in looking over the accounts), which will, I trust, have your approval. The aerated water factory is in first-class working order, and the demand for our products is steadily increasing. It affords me pleasure to announce that the amount standing to my debit will be liquidated during the current year. As regards our new premises, which will shortly be one of the improvements on Queen's Road, the building will be ready for occupation in August next. The acquisition of this site—a great improvement on our present premises—will prove advantageous in many ways, for in addition to an increase of business generally, which is well-nigh certain to ensue, our removal to the new premises will result in a saving of rent and various charges which at present cannot be reduced, owing to the fact that the whole of our works not being under one roof. Moreover, your general managers will be able to exercise much better supervision in all departments when we move into the new and commodious building now in course of erection close to the Supreme Court and the General Post Office. I now move that the report and statement of accounts for the year 1902 be presented as adopted. When this has been seconded, I shall be pleased to answer, to the best of my ability, any questions that may be asked relating to the business now before the meeting.

Mr. OSBORNE—I have much pleasure in seconding the proposition. Mr. REID—Mr. Chairman, you have invited questions after the seconding of the report, and this is my point here that I have been requested to enquire into, and I hope you will be able to give a satisfactory explanation of that item. With regard to the entry in the accounts of Sundry Debtors, set down as \$8,221.51, I should like to know what that item is composed of—if it consists of more than one item.

The CHAIRMAN—It consists of several items. I think (turning to the books) Sundry Debtors, \$8,221.55.

Mr. REID—\$1 cent.

The CHAIRMAN—That is my own account. An account due by Thomas Beecham.

Mr. REID—Yes, but I want the amount.

The CHAIRMAN—The amounts are—My own account \$3,992.44; Beecham, \$1,600.13; Marie Brassard and Roger, \$513.10; and Schlitz Brewing Company, Milwaukee, \$115.33. I think if you add the total of these items you will find they amount to \$8,221.51.

Mr. REID—Now, Mr. Chairman, I should like to know what this item of \$5.33 represents. Is it a debt due by you to the Company?

The CHAIRMAN—Yes, it is a debt due by me to the Company, and which I stated in my report will be liquidated in full during the current year.

Mr. REID—With regard to the other three items, what do they represent?

The CHAIRMAN—The others represent from Beecham's the amount due for advertising purposes—advertisements generally, Marie Brassard and Roger the same, and Schlitz Brewing Company the same.

Mr. REID—That is to say, you have expended on behalf of these three firms that amount of money on advertising in this Colony, and money which you hope will be recovered in this Colony.

The CHAIRMAN—And money which will be recovered. The account has gone home, but we have had time to receive a reply.

Mr. REID—With regard to this first item—your own account—I should like to point out to you on behalf of the shareholders generally that, at the last annual meeting on the 27th March, 1902, the amount stated as due by you to the company was \$8,663.4. On the 21st June, of last year, a special extraordinary meeting was held at which a proposal was submitted to increase the remuneration of the general managers. I was asked to second that resolution, and before doing so, put some questions to you to enquire, in regard that the amount outstanding—due by you rather—to the Company was to be liquidated by the amount you were likely to recover from the increased salary. I put the question to you in this way: "A certain amount of responsibility attaches on me to the only shareholder attending the meeting in addition to yourselves. At the same time, I don't like to bring up an unpleasant matter referred to at last annual meeting of the shareholders, but I must ask, will the shareholders have returned to them the amount of money that was then said to be outstanding?" You replied: "Certainly, that was the object of it." I asked: "What sort of guarantee is to be given that it will be paid?" You have simply got to take your word for it." And you replied: "Yes, and you have the audience's word for it." On the strength of that assurance, I agreed to second the resolution for increasing the remuneration of the general managers at that meeting. I find now that instead of the amount of \$8,663.4, old having been paid to the Company, the amount of your indebtedness has increased to \$5,992. I don't think that is at all satisfactory, and as I don't see anything in the articles of association authorising the Company to advance money to anyone, I think if there had been more shareholders present, it would have been justified in moving the appointment of a Committee to inquire into the working of the Company along with the collector of the Company.

The CHAIRMAN—Why not do that now?

Mr. REID—Well, I don't know whom to suggest as a Committee.

The CHAIRMAN—Oh!

Mr. REID—But it seems to me unsatisfactory that a Company like this, with a very small capital, should be in position of a lender of

money to one of its general managers, especially when the remuneration of those general managers was increased in order to allow one of them to repay to the Company a large sum of money owing to the shareholders. On the first occasion in June of last year, I have no desire to cause any unpleasantness at all, but I think it is right that the matter should be brought openly before this meeting. In addition to that, I am informed by the auditor of the Company, Mr. Hutton Potts, that some alteration has been made in the accounts—you will correct me if it is not so—since he passed them. Mr. Potts writes to me under this date—
"A. I am unable to attend the above Company's meeting to-day, I beg to draw your attention to the fact that the accounts have not been published in the same form as when passed by me, the items under the heading of Sundry Debtors, which were then separate, being now shown in one amount, although I mentioned on the no count that I wanted them shown as there stated—Yours faithfully, W. Hutton Potts."

I think on the face of that letter that I am quite justified in bringing this matter forward, and had there been a better and a larger meeting—a representative meeting, I think I would have been justified in asking for a committee of enquiry. I shall be glad to hear any explanation you have to offer in reply to my questions.

The CHAIRMAN (handing over the accounts)—That is Mr. Potts' original balance sheet signed by him. We don't choose to put the individual items there—Schultz and Watkins, and Beecham's, and so forth. We simply put them in a Sundry Debtor. The increase in my remuneration was granted in June or July, at the July meeting, I think. I drew that increase as from the 1st January; that is, six months instead of which my co-manager, Mr. Chan A Fook, will not agree to that, and so he has debited it to my account, consequently increasing the amount due. However, the whole of that amount will be liquidated in the next few months, because I have just secured a law case whereby I get \$9,000 francs, and that \$9,000 francs is payable in the coming June, three months from now, when the whole amount due to the Company will be liquidated. Not only that, but I have arranged for financing the new building of the Company on my own private guarantee. That, I think, ought to be quite sufficient. If you don't take my word for it I will hand you this (handing Mr. Reid a letter). That is private and confidential; it must not go to the meeting. I don't ask you to take my word for it; you have it there in black and white. Further convincing proof that that I cannot give you. If you are not satisfied with that, all I ask you to do is to appoint a committee, or whatever you like. I specially emphasised it at the meeting that the increase was from the 1st January. However, my colleague, Mr. Chan A Fook, did not seem to think so; he thought it only commenced from the date it was passed at the meeting.

Mr. CHAN A FOKK—I was acting on the advice of the firm's solicitors.

The CHAIRMAN—Mr. Sharp, the barrister, advised me that I was perfectly right and legally entitled to it, especially as I emphasised at the meeting that as the increase was passed in July it did not necessarily mean that the increase should take place from that date.

However, the amount has been debited up to me. Mr. Reid—I don't wish to say anything more except that it is very unsatisfactory that this amount, nearly \$6,000, should not be available for division among the shareholders instead of being owing to the Company by yourself. I see from the detailed balance sheet that the various items under Sundry Debtors are not shown as in the published accounts, which bears out what I said and what Mr. Potts has written to me about.

The CHAIRMAN—Quite so. We don't care to publish individual accounts in the balance sheet; there is no real advantage to be gained by it. Are there any more questions?

Mr. OSBORNE—There is this question of your indebtedness. I quite agree with Mr.

your indebtedness. I think the matter of this six months' back pay should have been arranged between yourself and Mr. Chan A Fook.

The CHAIRMAN—Mr. Chan A Fook would not agree to it.

Mr. OSBORNE—It has created a lot of discussion.

The CHAIRMAN—Yes, that is the unfortunate part of the business—that we cannot both be of the same mind.

Mr. OSBORNE—Had not this thing better be arranged now between yourself and Mr. Chan A Fook?

The CHAIRMAN—No, I will pay it in full.

Mr. REID—That is the firm's solicitors.

The CHAIRMAN—Yes, it is a debt due by me to the Company and which I stated in my report will be liquidated in full during the current year.

Mr. REID—With regard to the other three items, what do they represent?

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Teacher: "It seems you are never able to answer any of my questions. How is this, my little boy?"

Little Johnnie: "If I knew the things you ask me, my dad wouldn't go to the trouble

of sending me here."

FOOTBALL

H.M.S. "GLORY" V. H.M.S. "ARGONAUT."

The final round in the Hongkong Challenge Shield tournament, in which the above teams were pitted on Saturday, has been the topic of the hour not only in naval but also in civilian circles since the semi-final tie was decided on the 13th inst. between the *Glory* and *Ocean*. The qualifiers have had anything but a walk into the final, as is evidenced by the following list of matches played.—In the first stage *Argonaut* overcame "G" Co. Sherwood Foresters by 2-1, and *Glory* the H.M.C.F. by 3-2; the second round resulted *Argonaut* 1, V.R.C. 0; *Glory* 2, 8th Co. R. G. A. 0; and in the penultimate games *Argonaut* 8, "B" Co. Sherwood Foresters; *Glory* 2, *Ocean* 0 (after a draw 2 all). Last season it will be remembered the *Glory* made a plucky attempt to carry off first honour; after accounting for the R.A. (3-0), Rangers (after a draw 1-1, by 3-0), and H.M.C.F. (2-1), they were defeated by "A" Co., Royal Welsh Fusiliers (3-2). The seating accommodation on Saturday, as in the last Shield match, had been amplified considerably and was fully taken advantage of. The ground was in splendid condition for a fast game, and with the weather on its best behaviour, everything pointed to an enjoyable and exciting game. Fully 5,000 people were present when the game started a minute or two past four o'clock, the Government House party arriving shortly after. The teams were as follows—

Glory—Morgan, goal; Urquhart and Booth, backs; Matthews, Crossman, and Wade, halves; Lane, Hensford, Milford, Moore, and Cottell, forwards.

Argonaut—Robinson, goal; Taylor and Morrison, backs; Clissold, Hodge, and Percy, halves; Brown, Gogel, Paton, Callagan, and Stevens, forwards.

Referee—Mr. Triggs.

Linemen—Messrs. J. W. C. Bonnar and W. H. Howard.

Glory kicked off towards the golf-house end. Paton gained possession and punted down, but Urquhart cleared, letting Milford nicely away. The centre headed into goal, but Taylor was in his place. Stevens got away on the run and passed to Paton, who was tackled by Urquhart. The left back foozled his kick, and Paton with a hard shot just grazed the bottom of the upright. This he repeated half a minute afterwards, and was deservedly cheered. Had he steadied himself before shooting, a goal would almost certainly have resulted. Crossman let his forwards well away, Milford catching the ball on his head and giving Robinson an opportunity of showing his fist-fighting capabilities. A pretty piece of combination was then witnessed between the left wing and centre, the ball being taken into the *Argonaut*'s halves, where again Robinson fisted. The *Argonaut*'s halves set the front rank away on a speedy run, and Crossman had to concede a corner from which nothing resulted. Each go I was being visited in turn, and every inch of the ground was contested. Stevens, when in a good position, shot weakly past, with the result that the ball was kicked out by the *Glory* supporters. Time and again Crossman came to the rescue of his side. Stevens was pulled up off-side, from the free kick Milford rushed away and passed to Lane, who tried a pot shot which, however, went past. The first foul foul was conceded by the *Glory* for a back pass. Urquhart sent to Cottell, and Moore, who received the ball from the outside left, kicked by. The pressure now being put on by the *Glory*, looked certain to take effect in time, and at last the point came, Milford from a high pass by Moore heading into the net out of Morgan's reach. The *Glory* halves set the front rank away on a speedy run, and Crossman had to concede a corner from which nothing resulted. Each go I was being visited in turn, and every inch of the ground was contested. 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CHINA DEBATE IN PARLIAMENT.

LORD CRANBORNE'S DEFENCE.

In the House of Commons on the 19th ult. Mr. J. WALTON (York, Barnsley) moved the following addition to the Address:—“And we humbly represent to your Majesty that it is essential that adequate measures should be taken for the safeguarding and promotion of the commercial and political interests of the British Empire in both China and Persia.” He said that the necessity for vigorous action in upholding the interests of the British Empire in China was clearly shown by the recent statistical report on the trade of China. As compared with 1898, the total foreign trade of China in the year 1901 showed an increase of about nine million sterling; but British trade showed a diminution of 16 per cent. Then, as regards the tonnage of the carrying trade in connection with China, the carrying trade last year amounted to no less than 42 million tons, but, whereas in 1898 the British proportion of the carrying trade amounted to 55 per cent., in 1901 it had gone down to 53 per cent. This was still more serious when we had regard to the fact that whilst we in our carrying trade in the Far East were losing ground, Germany had between 1898 and 1901 had an increase of 16 per cent. and Japan an increase of 9 per cent.

He thought these figures clearly showed that there existed a great necessity for taking vigorous measures for the upholding and promotion of our commercial interests in China. A new commercial treaty had recently been concluded between Great Britain and China, and on the whole he was bound to say that if it was reasonably executed it would prove to be a considerable step in advance as compared with the treaty under which we previously traded with China. Under the new treaty the duties on our imports into China would be 12½ per cent., as compared with 1½ per cent. in the past, but *leksin* would be abolished. This was so far satisfactory, though he had doubt whether the abolition would prove to be altogether reality. The Chinese Government were to retain the salt tax, the opium tax, and what was termed a consimilatory tax, and while he had the machinery for collecting these taxes there was grave reason to fear that specie would be sent from foreign commodities of various kinds. He doubted whether the tribunal to be appointed to prevent illegal demands would be adequate for its purpose. Certainly there would be need of the greatest possible vigilance to prevent such evasions as those had been under the Tientsin treaty. The new treaty, good though it was in many respects, would now come into operation until the consent of all the other Powers enjoying the benefit of the most favoured nation clause was obtained, and in any case not until January 19, 1904, and he asked the Under-Secretary whether any of these Powers had given their consent and would fall into line with Great Britain. The danger was that other Powers would demand other commercial concessions as a condition of assent, a position difficult to avoid, although the treaty contained a provision against granting such concessions.

The treaty bore evidence of much thought and careful negotiation, and the Foreign Office was to be congratulated upon securing such favourable terms. In 1898 it was announced that British ships would be enabled to carry British goods to river-side towns on the great inland waterways, and he was glad to see there was some redress for the non-fulfilment of this agreement, and that provision was made for the opening of five new treaty ports. Various other regulations with regard to the navigation of China's waterways indicated that progress was being made in our Chinese trade, but some of the provisions in the new treaty were somewhat vague in terms. Examining the position of British investors and manufacturers in regard to railways in China, he complained that British interests did not receive from His Majesty's Government that support in obtaining concessions for the carrying through of enterprises which German, Russian, French, and Belgian investors received from their respective Governments. Foreign manufacturers and contractors were busily engaged in laying down railways in China; but though it had been said concessions were to the extent of 2,500 miles of railway had been made to this country, not since one of these concessions had been finally settled. This was a most unfortunate position for the greatest rolling stock and railway plant manufacturing country in the world to occupy. Some arrangement should be made under which all nations should enjoy equal railway rates over the whole of the railways in China, no matter by what nation they had been constructed. What was the matter for negotiation?

Viscount CHARNWOOD (Rochester).—It is in the Treaty of Tientsin. Mr. WALTON said that was the reason why it should have ensured the attention of His Majesty's Government in the present negotiations. There was a danger that it would fall to the ground, and include in the new treaty which would supersede the unsatisfied Treaty of Tientsin. He urged the Government, in view of the fall in silver, to endeavour to secure some statement of the Chinese indemnity. Had the evacuation of Shanghai been completed? And could any information be given as to the important question of the possibility of arrest of Chinese in an international settlement on a warrant issued by the French and counteracted only by the senior Consul and without a prima facie case made out before a mixed court in the international settlement? Was there any foundation for the statement that Russia had insisted on the appointment of a Russian to collect duty at the Chinese Customs-house at Newchwang, a treaty port in China, where Russia had no greater rights than the British or any other Power? Complaining that His Majesty's Government had acted too much with Germany in Chinese affairs, he said that in his opinion we had not only lost our influence

Government law, no reason at all, why the withdrawal of our troops from Shanghai should be made the occasion of any further declaration. Such a declaration had the appearance as Lord Lansdowne had written, of being directed against one Power only, and that Power Great Britain. (Hear, hear.) The hon. member for Barnsley had said that the German Government had made certain arrangements with the Government of China, and that those arrangements remained in spite of the attitude adopted by the British Government. His Majesty's Government did not recognise those arrangements, and it would be seen from the Blue-book that the Chinese Government had themselves assured the British Government that they would allow nothing that had passed to prejudice the rights of Great Britain in the Yangtze Valley. So that if we differ from Germany, as Powers do differ from time to time, we have no reason to be in any way displeased with the results of these circumstances as they turned out in November of last year. As to the question of Consular jurisdiction in Shanghai, he was glad to say that a modus vivendi had been agreed upon between the Powers. He hesitated to give it to the House at such an hour of the night, because it was rather a complicated arrangement, and it would be better to communicate the terms by way of answer to a question. But the general effect of it was this. In any criminal prosecution where the prosecutor and defendant were both Chinese the trial would take place in the concession where the crime was committed. Where the defendant was Chinese and the prosecutor was a foreigner, then the trial would take place in the concession, either international or foreign, to which the foreigner belonged. There was every reason to hope that, when the proper regulations for carrying out the arrangement had been agreed to, a way out of the difficulty would have been found. As to the indemnity, he had already told the House on more than one occasion that His Majesty's Government could not admit that the indemnity was anything but a gold debt. It was definitely arranged to be so in the protocol, and His Majesty's Government must insist that it should be recognised by the Chinese Government as a gold debt. But they sympathised with the difficulties which the great fall in silver had thrown upon the Chinese Government, and they would be very glad if in some way or other some mitigation—as, for example, some postponement of the payments which were due—could be given to China in order to assist her to meet her difficulties. But the one concession which His Majesty's Ministers would not make was to admit that the debt, which it was agreed should be a gold debt, might be considered a silver debt. There was only one other matter which reference had been made—the position of Weihaiwei. As his hon. friend had pointed out, the Government had not abandoned Weihaiwei. It was true that for the moment they had not continued to treat it as a naval base; but he did not think the House should conclude that they would never treat it as a naval base. Circumstances altered, and they might find it in future not only convenient but advantageous to alter the decision which had provisionally been come to. But the real answer to the criticism of the hon. gentleman opposite and of his hon. friend behind him was that Weihaiwei was no longer so necessary to us as it formerly was. The reason was that owing to the policy of His Majesty's Government, our position in China had been so enormously strengthened by the Japanese Agreement (hear, hear) that we were in a situation now which made it quite possible, at any rate temporarily, to dispense with Weihaiwei as a naval base. In those circumstances he thought that the House would recognise that the towns that were levelled against the Government for this matter were undeserved. (Hear, hear.) They had attempted in their Chinese policy, in the same spirit as in their Persian policy, to study the interests of the country with moderation and firmness; and they believed that on the whole they had deserved, and would receive, the support of the House. (Cheers.)

Mr. NORMAN (Wolverhampton, S.) said that a more unsatisfactory report on great and wide-reaching questions of foreign affairs he had never heard than that which had fallen from the noble lord. (Opposition cheers.) The noble lord said that the policy of the Government had not been hasty. But had any one ever charged them with being hasty in their foreign policy except perhaps where Germany was concerned? (Cheers.) He was extremely sorry to hear the extremely un sympathetic and, if he might say so, empty form of words with which the noble lord had diminished the subject of the indemnity. The schedules in which the conditions of the indemnity were first laid down specified taels. Since the agreement was signed the gold price of the tael had fallen from 2½ to 3½. Every penny of the fall meant from 13 to 15 millions of taels extra payment of indemnity by the Chinese Government. Could anything possibly be unfair? As an Englishman he was ashamed that the only Government in the world which had recognised the injustice of such an arrangement was the Government of the United States. It must be remembered that the people who would really pay these millions of taels were not the Chinese Government but the population of China. That population had already 90 millions of taels extra to pay. To that sum must be added the “squeeze” of those who had to do with the collection of the money and who would be sure to lay the blame of their extortions on the foreigner. Given a bad spring and various other concomitant causes we should have an anti-foreign rising in China far worse than that which was recently suppressed. There was a more important matter than any he had mentioned. He referred to the treaty of Sir James Mackay. He desired to speak with all respect of Sir James Mackay, but he did not think that gentleman knew very much about China. Speaking what was within his own knowledge, as far as it could be within the knowledge of anybody who was not on the spot at the time, he could say that the treaty was only signed by some of the Chinese officials because they knew it would never be ratified. *Lekin* was a vested interest, as compared with all the vested interests of a country like this. These were things that could be swept away by a breeze. To abolish *leksin* in China would be nothing less than a revolution. The Shanghai Chamber of Commerce had expressed an opinion adverse to the treaty by a majority of seven. A large number of Chambers of Commerce of the United States had urged the American Government not to assent to these new relations with China; the Japanese Government were entirely opposed to the treaty, and the noble lord would soon become aware of these facts. He would be glad if *leksin* were abolished; but it was not; and Sir J. Mackay's treaty had not been ratified by any Government. It was not going to be ratified in its present form, and this was known and regretted in China when the treaty was made. And yet the noble lord spoke of it as a living, vital, international document which was going to head British trade. It was a painful example of the way in which foreign affairs were treated in the House. While acknowledging the noble lord's courtesy and diligence, it would be unfair to those whose interests they represented if they

had no say that the noble lord, in replying on this question, spoke without the information and knowledge which alone could make his statement valuable.

Sir E. GASK (Northumberland, Berwick) did not desire to go at any length into this subject; the discussion could only be carried on under considerable restrictions because the statement of the policy of the Government, while being extended in scope, was so restricted in detail that it was impossible to examine it very closely. The question of our trade with China had been discussed several times, and one of the points presented by the hon. member for Barnsley with great force was the kaleidoscopic changes that took place in the manner in which agreements in reference to China were regarded. He would not go into that question and had no wish to speak in a pessimistic tone of the prospects of our China trade. He agreed with the hon. member for Epsom that it was not regarded with jealousy the progress of the trade of other countries as measured by percentage. We need not be alarmed at the percentage of the trade of other countries growing; it was not the percentages of trade we should look at; the question was whether the total amount of our trade was diminishing. If the trade of other countries was increasing it did not follow that it was in at our expense. The most important recent event was the new commercial treaty; and he freely admitted that if that treaty secured entire immunity from *leksin* it would be the great practical advantage to trade which had been held up as the great object of the British Government. But were we going to secure this?

The hon. member for Epsom spoke of the abolition as secured; but what the treaty did was to propose to secure the abolition; and there was a vast difference between the security on paper and the actual practice in China. (Hear, hear.) It seemed to him that the battle had only begun when immunity was secured on paper, and the question was whether the ingenuity of the Chinese and the incentive to every Chinese official would succeed in cheating the treaty and getting round its provisions. Some years ago, when great anxiety was expressed in the House, and Lord Curzon was Under-Secretary; it was stated that a arrangement had been made by which British steamers would visit river-side towns in China. The House knew what happened, but the statement was a relief to the anxiety, and the House relaxed into satisfaction, and things went from bad to worse. The House was told about that time that we had secured our position more than ever in the Yangtze region. Our position in the Yangtze region was no better than before these assurances were given. On the contrary, competition was strong and the rivalry—apparently exceptional and designed rivalry—was more remarkable than ever. In some other regions such as Manchuria, the prospective British position had suffered. What was to be feared with regard to China was that we were continually securing paper advantages. They did no more than float on the stream of events. (Hear, hear.) The mention of Weihaiwei always raised a smile in the House now. The noble lord said the necessity for Weihaiwei had ceased to exist for the present. It used to be said Weihaiwei was the resort of diplomacy in despair. Now that diplomacy had ceased to be in despair it was no longer of importance. He had always thought that Weihaiwei was not the best choice we could have made. If we were to have a second naval base it ought to have been Chusan. It had been said that the choice of Weihaiwei did not prejudice that other selection on another occasion. The right to select Chusan might remain in theory, but everybody knew that when they had selected their second naval base it meant practically that they could not have another naval base in the same region. The amendment was by leave withdrawn.

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SHIPPING.

ARRIVALS.

Mar. 27, WHAMPOA, British str., 1,107, H. E. Laver, Shanghai 24th March, General BUTTERFIELD & SWIRE.
Mar. 28, ANAMBA, Danish str., 1,158, T. B. Carton, Wuhu and Chinkiang 23rd March, Rice and General — MELCHERS & CO.
Mar. 28, CHOWCHANG, British str., 1,424, Lembe, Shanghai 25th March, General — JARDINE, MATHERSON & CO.
Mar. 28, DORMIA, Gorman str., from Canton.
Mar. 28, HANSA, German str., 1,201, L. Lorenzen, Chinkiang 24th March, General EAST ASIATIC TRADING CO.
Mar. 28, KOHSIUNG, German str., 1,292, J. Spiessens, Bangkok 21st March, Rice and Woods — BUTTERFIELD & SWIRE.
Mar. 28, MENELAUS, British steamer, 3,006, Evans, Singapore 29th March, General BUTTERFIELD & SWIRE.
Mar. 28, MONKUT, German str., 853, Gotsche, Bangkok 21st March, General — BUTTERFIELD & SWIRE.
Mar. 28, TYE, Norwegian str., 1,418, D. L. Danielsen, Horday 26th March, Coal — EAST ASIATIC TRADING CO.
Mar. 29, CARL DIEDERICHSEN, German str., 774, P. Schlueter, Haiphong 25th March and Pakhoi 27th, General — JEB-EN & CO.
Mar. 29, DAIVA MARU, Japanese str., 1,733, Yoshida, Moji 24th March, Coal — H. U. JEFFREY.
Mar. 29, HAITAN, British str., 1,168, Roach, Swatow 28th March, General — DOUGLAS LAFRAK & CO.
Mar. 29, MAZAGON, British str., 3,280, G. Philipp, L.N.E. Moji 24th March, Coal — P. & O. S. N. CO.
Mar. 29, SAXONIA, German str., 2,264, Brehmeyer, Hamburg and Singapore 23rd March, General — HAMBURG-AMERIKA LINIE.
Mar. 29, TAICHOW, German str., 850, G. Schultze, Bangkok 22nd March, Rice — NORDBERG SCHLEIER LLOYD.
Mar. 29, TAUWIGISAN M. IRI, Jap. str., 2,560, I. Narasaki, Moji 25th March, Coal and Coke — M. B. KISHA.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
28th March.
ANAMBA, Danish str., for Canton.
ARAL, Norwegian str., for Wuhu.
BRUNHILDE, German str., for Pondicherry.
BULGARI, British str., for Singapore.
DAGMAR, Norwegian str., for Quinhon.
DAVIA, German str., for Swatow.
HINSONG, British str., for Saigon.
HONG BEE, British str., for Amoy.
HSIUNG, British str., for Shanghai.
KEONGWA, German str., for Swatow.
MENELAUS, British str., for Shanghai.
NANSHAN, British str., for Swatow.
REBEJA, Russian str., for Chinkiang.
RESE, British barque, for Fremantle.
SENECA, Norwegian str., for Singapore.
TAIJUAN, British str., for Yokohama.
THALES, British str., for Swatow.
TYE, Norwegian str., for Canton.
VERONA, German str., for Moji.
WHAMPOA, British str., for Canton.
WONGKOK, German str., for Bangkok.

DEPARTURES.

28th March.
AFENRADE, German str., for Hoikow.
BALAABAD, British str., for Shanghai.
CASSIUS, German str., for Wuhu.
HANOI, French str., for Haiphong.
HONG BEE, British str., for Amoy.
JACOB DIEDERICHSEN, German str., for Haiphong.
MALTA, British str., for Europe.
ONANA, British str., for Nagasaki.
PIQUE, British cruiser, for Home.
RUBI, British str., for Manila.
TAIYUAN, British str., for Yokohama.
TEEMONT, Amr. str., for Tacoma.
29th March.
ANAMBA, Danish str., for Canton.
ARAL, Norwegian str., for Wuhu.
BULGARI, British str., for Singapore.
DAJIN M. PU, Japanese str., for Swatow.
DAGMAR, Norwegian str., for Quinhon.
HINSONG, British str., for Saigon.
HSIUNG, British str., for Shanghai.
KEONGWA, German str., for Bangkok.
MENELAUS, British str., for Shanghai.
NANSHAN, British str., for Swatow.
RESSIA, Russian str., for Chinkiang.
SENECA, Norwegian str., for Singapore.
THALES, British str., for Swatow.
TYE, Norwegian str., for Canton.
VERONA, German str., for Moji.
WHAMPOA, British str., for Canton.
WONGKOK, German str., for Bangkok.
BRUNHILDE, German str., for Pondicherry.

VESSELS IN DOCK.

28th March.
ABERDEEN DOCKS.—Eliza Nossack.
K. WUON DOCKS.—Kinshan Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hinsang, Hyades, U.S.S. Helena, Rein, Apurade, Hailan.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Choyang*, from Shanghai 25th March, had light N.E. winds and fine weather.
The British steamer *Haitan*, from Swatow 28th March, had moderate wind and sea, fine weather and slight haze.

VESSELS ON THE BERTH

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J. S. VAN BUREN, Superintendent, Hongkong, 29th March, 1903. [96]

FOR SINGAPORE, PENANG AND CALCUTTA.

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Mar. 29, TAUWIGISAN M. IRI, Jap. str., 2,560, I. Narasaki, Moji 25th March, Coal and Coke — M. B. KISHA.

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For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Princes' Buildings, Hongkong, 25th March, 1903. [93]

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE Steamship

"FREIBURG" Captain Prosch, will be despatched for the above ports on SUNDAY, the 5th April, at NOON.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 30th March, 1903. [92]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOIS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

STEAM FOR LONDON, HAVRE, BORDEAUX. ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blane, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 24th March, 1903. [92]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN" Captain in Ellis, will be despatched as above on THURSDAY, the 9th April, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of Passengers the Steamers of the Company have electric light fitted in staterooms.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [9]

VESSELS IN DOCK.

28th March.

ABERDEEN DOCKS.—Eliza Nossack.

K. WUON DOCKS.—Kinshan Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hinsang, Hyades, U.S.S. Helena, Rein, Apurade, Hailan.

COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Choyang*, from Shanghai 25th March, had light N.E. winds and fine weather.

The British steamer *Haitan*, from Swatow 28th March, had moderate wind and sea, fine weather and slight haze.

VESSELS ON THE BERTH

FOR ILOILO (DIRECT).

THE Steamship

"I. DE LA RAMA" Captain F. Singh, will be despatched as above T.C.-DAY, the 30th inst., at 3 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to HIJOS DE I. DE LA RAMA, 19, Cunard Road.

Hongkong, 27th March, 1903. [96]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports).

Proposed sailing from Hongkong.

THE Steamship

"SENECA" will be despatched for the above ports on or about 30th March.

For Freight and further information, apply to STANDARD OIL COMPANY

OF NEW YORK, Oriental Freight Department, Agents, Hongkong, 13th March, 1903. [96]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships — 4,000 Tons — 10,000 Horse-Power — Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TAK" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.

R.M.S. "TARAN" ... 4,225 Tons ... WEDNESDAY, 15th July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 5th Aug.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 12th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the Inland Sea of JAPAN and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TAK" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey by making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 8th April.
GLASGOW and LIVERPOOL	"KERMUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON via GENOA	"KINTUCK"	On 31st March.
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES	"PINGSUET"	On 18th April.
LONDON	"DEUCALION"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.
LIVERPOOL via GENOA	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 28th May.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, via NAGASAKI, KOBE & YOKOHAMA	"KERMUN"	On 18th April.
Th. S.S. "KINTUCK" for Genoa and London left Shanghai on the 27th inst., and is expected here on the 30th inst. a.m.		
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 21st March, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAFONG"	On 30th March.
SHANGHAI	"WOOSUNG"	On 1st April.
MANILA	"KANSU"	On 3rd April.
PORT DARWIN, THURSDAY	"CHINGTU"	On 4th April.
ISLAND COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER FRACHTDAMPFER DIENST. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

STEAMERS	HAVRE and HAMBURG	On 10th April.	Freight & Passengers
KONIGSBERG	(Calling at Singapore and Colombo)		
Capt. Mayer			
SAMBIA	"HAVRE and HAMBURG"	On 21st April.	Freight.
Capt. Schmidt	(Calling at Singapore and Penang)		
SERBIA	"HAVRE and HAMBURG"	On 5th May.	Freight.
Capt. Deinert	(Calling at Singapore and Colombo)		
SAXONIA	"HAVRE and HAMBURG"	On 19th May.	Freight.
Capt. Ehrbner	(Calling at Singapore and Penang)		
SEGOVIA	"HAVRE and HAMBURG"	On 2nd June.	Freight.
Capt. Forck	(Calling at Singapore and Colombo)		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

QUEEN'S BUILDINGS, NO. 1.

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TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Tuesday, 31st March, at Noon.
"ROSETTA MARU"	N. Tate	3876	Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 26th March, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMSUI via SWATOW

AND AMOY

ANPING, VIA SWATOW

AND AMOY

TOOGHOW, VIA SWATOW

AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 26th March, 1903.

T. ABIMA, Manager.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship

"PEMBROKE SHIRE,"

Captain E. J. Liddle, having arrived from the above ports Consignee of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the godowns, where they will be examined on the 30th inst., at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMEY & CO., Agents.

Hongkong, 23rd March, 1903.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPOLE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above ports. Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 28th inst., will be landed at Consignee's risk and expense into Godown at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHEWS & CO., General Managers.

Hongkong, 26th March, 1903.

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THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA,"

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 3rd April will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 A.M. on the 3rd April.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th March, 1903.

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NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BALLARAT,"

FROM BOMBAY, COLOMBO AND STEATS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:-

From London, A.C., ex.s. China.

From Australia, ex.s. Australia.

From Persian Gulf, ex.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. to-day, 27th inst.

Goods not cleared by the 2nd prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, 27th March, 1903.

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BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LARGEST IN THE WORLD.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE PHYSICIAN'S CURE FOR GOUT, RHEUMATIC GOUT AND GRAVEL.

SAFEST AND MOST GENTLE MEDICINE FOR INFANTS, CHILDREN, DELICATE FEMALES, AND THE SICKNESS OF PREGNANCY.

THE UNIVERSAL REMEDY FOR ACIDITY OF THE STOMACH, HEADACHE, HEARTBURN, INDIGESTION, SORE ERECTIONS, ETC.

DINNEFORD'S MAGNESIA

MAGNESIA

